



Reardon Smith Line Limited



## NEWSLETTER

FEBRUARY, 1973.

NO. 37.

### INTRODUCTION

We are urged to plan and look ahead (and quite rightly so), but it is also beneficial, on occasions, to look back and remind ourselves that we are beneficiaries of a great heritage. The sea has always played a major part in our history and development as a nation. In war and peace men have lost their lives in the pursuit of this heritage. The article which follows takes us back in our Company's history for nearly 60 years and it's author, Captain Brice D. Thomas, is one of our worthy examples who are a part of this heritage. When we respect and remember the past, not forgetting the Merchant Navy War Memorial at Tower Hill, consider the present and hope for the future, Tennyson's words are worth recalling to mind:-

A people's voice! We are a people yet,  
Tho' all men else their dreams forget.  
Confused by brainless mobs and lawless powers;  
Thank Him who isled us here and roughly set  
His Briton in blown seas and storming showers.  
We have a voice with which to pay the debt  
Of boundless love and reverence and regret,  
To those great men who fought to keep it ours.

### MY FIRST VOYAGE IN THE ST. JUST STEAMSHIP CO.

At the end of December 1914 I applied for a Second Officer's berth and was interviewed by Captain W.R. Smith, the founder of the Company. He asked me with which firm I had served my time and I informed him "before the war" in firms such as Morels Ltd., Cardiff; Williams & Mordey, Newport and on the Morocco Coast with James Pover & Company's Line, London - making in all some 5½ years. Captain Smith informed me he would have a berth available for me in a week or two's time and would I wait - which I agreed to do. A week or ten days went by when I received a letter to report to the office at Pier Head Chambers, Cardiff Docks. I was interviewed by Mr. Willie Smith, eldest son of Captain Smith, who informed me that I was rather young for such a large ship. However, it was agreed I should have the berth at the agreed sum of £12 per month on joining, which would be in a few days' time. I also agreed to leave my Discharge Book in care of the Office.

Three days later, early January 1915, I received instructions to proceed to London to join the s.s. "SANTARAMO" in Surrey Commercial Docks. This vessel was at the time owned by Furness Withy. I duly arrived on board, having travelled from Paddington to Surrey Commercial Docks in a hansom cab. The "SANTARAMO" was a likely vessel of the 3 island type about 9000 tons D.W. and only six months from builders' yard. Having single decks she was unsuitable for Furness Line general cargo run from the United States. Vessel was duly purchased and handed over to St. Just Steamship Co. - Captain Garnet of Furness Line in command. Vessel sailed from London to Port Talbot, where she drydocked, was overhauled and painted, with Furness Withy funnel markings stripped off and funnel painted red with black top and black "S" on sides, being the Messrs. W.R. Smith & Sons' funnel mark. The name was changed to "JERSEY CITY" - Bideford. Vessel sailed from Port Talbot for Iqueque via Panama Canal (only newly opened) to load nitrates in bags for the United States.

When we were four days out from Port Talbot during the Third Engineer's a.m. watch, the propeller cast four blades from propeller boss, not a portion of root of blades being visible. In those days there was no wireless on ships; we depended entirely on visible signals, flags, morse code or semaphore, to any passing vessel. Having a N.E. wind and approaching the Portuguese Coast, we lashed a derrick athwart foremast to act as a forayard and spread new tarpaulins from derrick to deck, hoping to assist drift down towards Lisbon. After drifting like this for about 2½ days, a vessel steering north passed nearby in the early hours of the morning. We immediately called her up on marine lamp. She did not reply and sheered from us with all speed. An hour later daylight broke and we set a flag signal for tow, the other vessel then cautiously came towards us and enquired what was our trouble. Satisfied that we were not an enemy vessel, she came fairly close and arrangements were made to tow us into Lisbon. The vessel proved to be the "MANARIE" of New Zealand Shipping Line - and the terms agreed - "no cure no pay". We finally got coupled with tow line, using our starboard cable and the other vessel's heavy towing wire.

After two days towing, we finally arrived in Lisbon Harbour. We were delayed here a month. We had a spare propeller on board stowed in lower hold aft. Repairs were also carried out to windlass, etc. On completion of repairs we sailed for Panama Canal. Fairly good weather was encountered on voyage and on the 18th day out from Lisbon, a day prior to arriving Panama Canal and in the afternoon, propeller cast one of its blades. The sea was absolutely clear of any floating objects such as dead-wood or trunks of trees, etc. We arrived Panama Canal (Colon) the next day, and transited the Canal. On passing through the locks, which were guarded by U.S.A. soldiers, one of them would hail me with "Hey, Mr. Mate, there is a blade missing off your "wheel"". I would reply with "O.K.Bad" and give him a wave of the hand as a friendly gesture. We sailed in the evening out of the Pacific side of the Canal and proceeded to Iqueque for orders. We arrived Iqueque 9 days after leaving Panama and, being a Saturday, Captain Garnet received no loading port instructions and, I may add, that on ringing off main engines at this port, it was important that main engines were turned with turning gear, so that the part of propeller with no blade should not be visible above the water. Captain Garnet was very much afraid that the shipper of the nitrates cargo would object to putting his cargo in a vessel which was probably not seaworthy, having a defective propeller.

In this event happening, vessel was in a spot as there were no facilities for drydocking on the West Coast of South America or of casting a new propeller. The only other option open was for vessel to proceed West Coast U.S.A., San Francisco or Seattle or transic Panama Canal and proceed to New Orleans for drydocking. This would have incurred serious loss to Owners regarding time and money.

Howev , on the following Monday, Captain Garnet received orders to proceed to Antofagasta to load nitrate in bags for Charleston, South Carolina, U.S.A. Vessel proceeded forthwith arriving at loading port the following day. On anchoring in the harbour and in loading berth, similar procedure was carried out as on arrival Iquique after ringing off main engines - propeller turned so that part of the propeller boss with no blade was not visible above water. However, loading commenced and a full and complete cargo was loaded in a period of about ten days. Favourable weather was encountered on passage to Panama and, after transiting Panama Canal, proceeded to Charleston, S.C. I might add that a few weeks after vessel passed through the Canal, a landslide occurred at Calubra Cut, which meant closing the Canal for a month. Vessel duly discharged total cargo at Charleston as per Bill of Lading. We then proceeded to New York for orders, fully expecting a new propeller to be fitted there. Vessel lay at anchor off the Statue of Liberty a couple of days, during which time Captain W.R. Smith, the Owner of the vessel, visited the Captain and crew of the vessel. The visit was doubly welcomed when it was learned that Captain W.R. Smith had given all hands an increase in their monthly wages. Vessel was chartered by Compagnie General Transatlantique to load general cargo for Le Havre.

Vessel loaded a full general cargo in about nine days and sailed. Twentyfour hours after vessel sailed from New York, another blade was cast off propeller, not opposite the already missing blade, but adjacent, thus leaving two blades on one side of the propeller. The main engines, I can assure you, did not have a balanced and rhythmic beat. Mr. T. Wilkie, Chief Engineer, ran engines at best possible speed in order to nurse two blades remaining and avoid any further loss. A speed of about 7 knots was maintained until a strong S.E. wind shipped up a nasty sea and it was decided to stop main engines and let vessel drift. This lasted for about two days when weather then eased up and sea became smoother and vessel again got underway and proceeded on passage. When off Cherbourg a passing vessel informed us by Morse lamp that there was an enemy submarine in the vicinity. The Captain and Chief Engineer had a consultation and they decided to take a chance with the propeller and increase revolutions and get best possible speed considering the condition of the propeller, also bearing in mind, wind and tide were in vessel's favour and much to our surprise, a speed of ten knots was attained. Vibrations of main engines were rather severe; however we duly arrived safely at Havre Roads and lay at anchor there for a period of two weeks waiting for discharge berth in docks. All hands had visions of proceeding to U.K. on completion of discharge cargo, for drydocking and fitting new propeller. Unfortunately, our dreams were shattered as when entering locks, there - on the Pier Head - was a propeller with "JERSEY CITY" painted on it in white.

On completion discharge of cargo, vessel drydocked under supervision of Captain R. Compton, Marine Superintendent. Vessel had to find labour to scale and paint vessel's bottom and topsides. I accompanied the Chief Officer, Mr. Whittle, each morning outside drydock and assist him in picking up any casual labour including young lads who were available to carry out the work and, in the evening, we paid each person his daily wage due. Captain Garnet left the s.s. "JERSEY CITY" at Havre and returned to his usual employers, Furness Withy & Co. He was relieved by one of this Company's Masters, Captain J. Storey of Whitby. The ensuing voyage was very pleasant and of short duration; about 3 months. No propeller trouble! with the propeller fitted at Havre. The voyage ended in the U.K. where I left her on paying off and attended Mr. Manson's Nautical School, Queen Street, Cardiff, in order to sit for my First Mate's Certificate.

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HOW ABOUT THIS?!

An Irishman awoke one morning to find his house on fire. He ran outside to the phone box and dialled the number. After some considerable time a voice at the other end said "Hello".

1st Irishman - Is that 999?  
2nd Irishman - No, this is 998, Slattery's the Baker.  
1st Irishman - Well, Mr. Slattery, could you go next door and tell the fire brigade that my house is on fire!

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SUCSESSES

We congratulate the following:-

Mr. C.D. Goddard on obtaining his Second Mate's Certificate.  
Mr. K.D. Morgan on obtaining Part "A" Second Class Certificate.

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TRAGEDY

It was distressing to learn of the untimely death of Mr. Peter Linsdale Loder at the age of 25. The late Mr. Loder was an ex-Cadet and left the Company as Third Mate in April 1970. He was a Cardiff Docks Technical Assistant and drowned apparently while trying to retrieve a-boat he thought he was responsible for letting drift away. Our deepest sympathy is extended to his family.

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IN HOSPITAL

Mr. Bruce Gully of our Accounts Department enters the Heath Hospital, Cardiff, for an operation. We wish him a speedy recovery.

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SECOND IRISH JOKE COMING UP!

Conversation between two Irishmen on a local Wimpey site:-

1st man - Paddy, can I use your wheelbarrow?  
2nd man - No you !!!! can't. You know that you're no good with machinery.

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MARRIAGE

Mr. Glyn Taylor, Accounts Department, Head Office, was married to Miss Hilary King of Milford Haven, in January. We wish Mr. & Mrs. Taylor every happiness in the future.

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SHARES

The following Notes of Proceedings at a Meeting of Directors held on 20th February 1973, were given to the Stock Exchange and Press on that date:-

As anticipated, the estimated trading figures for the year to 31st March 1973, which are shown below, confirm the Board's opinion expressed in their September Statement, to the effect that during the second half of the year an improvement in profitability should occur. It will be recalled that the estimated trading profit for the first six months of the year amounted to £415,000 compared with the estimated trading profit for the year of £1,325,000.

The changing pattern of our trading, notably the development of our Berth Service, which involves us in the forest products trades from the Pacific Coast, has contributed to the improved results. Assuming a continuance of the firmer freight rates which have obtained in the latter part of the year under review, the effect of which has not been reflected, to any great extent, in the current figures, a further improvement is anticipated for the coming year.

The final vessel in our 26,000 tonner class, namely, the "PORT ALBERTI CITY", was delivered from the Builders in September, 1972 and is now profitably employed. Unfortunately, the "NEW WESTMINSTER CITY" suffered severe damage as a result of grounding off Penarth Head in November last and she was out of commission for just over two months.

Although costs continue to escalate, indications are that in respect of repairs and maintenance, in which areas increases were particularly alarming last year, there is, due to the exercising of even greater stringent controls, a reduction in the rate of this escalation.

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The better freight market position has brought about an increase in secondhand ship values and this has further improved the valuable asset position of the Company.

Having reviewed the results of the second half year, bearing in mind the encouraging outlook for the coming year, and in the long term, together with the generally favourable financial position of the Company, the Board declared a second dividend of 2½%, less Income Tax, on the Stock and "A" Non-Voting Stock of the Company, making an unchanged recommended total of 5% for the current year. This dividend will be paid on 2nd April 1973 to all Stockholders whose names appear in the Register of Members on 15th March 1973. No further dividend will be recommended at the Annual General Meeting.

The Transfer Books and Stock Registers of the Company will be closed from 15th to 31st March 1973, both dates inclusive.

The projected figures for the year ending 31st March 1973 are as follows. These are estimates only and are unaudited and, in order to ensure a proper comparison with last year's results, the item for "Depreciation Adjustment" of £573,244 shown in last year's Accounts has been omitted:-

		Estimated Results Year to 31st March 1973		Actual Results Year to 31st March 1972
	£	£	£	£
TRADING PROFIT		1,325,000		1,191,214
INTEREST PAYABLE				
Pre-Delivery Interest	55,000		150,210	
Post Del. Interest	<u>637,000</u>	<u>692,000</u>	<u>445,327</u>	<u>595,537</u>
		633,000		595,677
DEPRECIATION	1,487,000		1,263,744	
Less Investment Grants	<u>262,000</u>	<u>1,225,000</u>	<u>184,587</u>	<u>1,079,157</u>
		(592,000)		(487,480)
Tax Equalisation Transfer (from)		<u>202,000</u>		<u>106,980</u>
		(390,000)		(376,500)
Dividend (5%)		<u>204,000</u>		<u>204,000</u>
Revenue Reserve Transfer		<u>(594,000)</u>		<u>(580,500)</u>
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The final results of the financial year will be shown in due course on completion of the Company's Accounts. It is hoped to publish these Accounts in July next and the Annual General Meeting will then be held in August.

Our shares, at the time of going to Press, are quoted at 90p for the ordinary and 89p for the "A" Non-Voting Shares.



Once during my life-time have I "signed on" or "signed up" - that occasion was governed by the exigencies of the day. However, on 9th January 1973, I "signed on" as a supernumerary on the m.v. "PRINCE RUPERT CITY" at Cardiff. The preliminaries were duly completed on board the vessel. New forms were employed and a new method made possible by the operation of the Merchant Shipping Act 1970 with no official from the Department of Trade and Industry being present - surely a case where "the old order was yielding place to new". My first night aboard was still to come as the sailing date was the evening of the 10th.

On the morning of the 10th, I reported on board with prospects that vessel would sail that evening. However, at 4 p.m. it was made known vessel would not sail. Stevedores working in No. 2 Hold refused to work the overtime required to complete, enabling vessel to sail. The day was occupied in observing the discharge of packages of timber and plywood. The gangs were composed of 1 Hatch Boss, 5 Stevedores on ship, 2 Stevedores on shore, 1 Crane Driver, 1 Tallyman, making a total of 11 per gang. As each package was brought aboard to the square of the hold, two wire ropes were secured around the package and hitched to the crane's hook and hoisted to the quayside. Rope slings were secured around the plywood. Receivers' Stevedores would then take the cargo from the quayside to either the storage area or direct to waiting transport. These operations were carried out by Fork-lift crucks - very

manoeuvrable machine, handled with an abandon that, after observing them for some time, reminded the observer of ants at work. Metal sheets were used in the holds enabling the fork-lift truck to travel over it, thus minimising the risk of damaging timber by oil leakage etc. Nevertheless, the truck's wheels would skid - often the tyres failed to grip and would spin round. Invariably the engine was revved and the truck slithered and belched thick smoke, oily and black. Timber was sometimes marked by this performance. It was also observed that many tyres were denuded of tread and appeared quite smooth.

The timber storage area covered many acres with various types of timber from Russia, Finland, British Columbia, etc., stacked in well-ordered, specific areas. The storage sheds were not impressive in size, but contained appreciable quantities of linerboard rolls, woodpulp bales and drums of molybdenite. It was interesting to compare some of these commodities, which had been discharged from our previous vessels, with like commodities from other vessels. The comparison proved to be very much in our favour from the point of view of visible damage, cleanliness, etc.

Back on board the vessel, life was still going on apace. The Office had its fair share of representatives - each one attending to his own particular mission, essential in the long run to the smooth-running of the vessel. There appeared to be an air of efficiency. For the first time, the special significance of an act of "signing on" began to unfold itself. Already it was apparent that life aboard ship in port - especially a home port - was so different from office routine!!

The report would not be accurate unless, at this stage, reference was made to some of the ship's Officers. The first act was being introduced to the Master, Captain D.L.G. Jones. Immediately, the smile and the chuckle made one feel welcomed and being accepted aboard. The Chief Officer, Mr. John Porteous, was the next Officer - and he was to prove most helpful throughout the duration of the trip. The Chief Steward, Mr. J.Y. Jones then came on to the scene. Introductions over, maybe one was perhaps regarded as "someone from the office" - and with just a thought of "what would be the prime reason for the trip" - gradually one will see how, one way or the other, this was answered.

The Company's Cargo Superintendent is Mr. A.J.H. Crowther. He attained Chief Officer rank before coming ashore to take up his present post. After attending to the introductions, the day ended with a lesson from him on the correct way of entering vessel's accommodation. Starboard on to berth, you enter door facing you after climbing accommodation ladder. If vessel is port side on, negotiate staircase, star off platform instead of going aft and around to starboard entrance. From experience it works - but many stairways were negotiated before the quickest way was found. As a footnote to all this, never have I seen anyone disappear around corners so quickly, whether on climbing staircases or on deck, as our Cargo Superintendent. My short legs placed me at a decided disadvantage.

Thursday, 11th January, discharging was continued in No. 2 Hold. Progress was slow, as a number of packages of timber were loose and required tying up or made up. Eventually discharge was completed, but alas! too late for vessel to leave on the early tide. This meant we would be sailing about 11.30 p.m.

The move from berth was timed for 9.30 p.m. Last-minute checks on papers, last fling by the Superintendents, Engine and Deck, Purchasing, etc. A real Scots' cheerio from Superintendent Bill Gill, with a "see you in Antwerp" farewell. The unmistakable thrum of the ship's engine was felt for the first time and created in one a sense of expectancy. The familiar announcement "We are about to sail" added a sense of reality to the special significance felt on "sipping on". There was something new, much to be revealed that was unknown, much to be unfolded in the days ahead. All general formalities were completed and we were to leave berth at 9.30 p.m.

The Dock Pilot came aboard, complete with his walkie-talkie radio. The nerve-centre of activity was on the ship's bridge and I went there to observe. Everyone at his post. The Master and his Third Mate on the bridge, the helmsman at his wheel, the Chief Officer at the foc'sle head and the Second Mate at the stern, all in touch with the bridge by phone and walkie-talkie radio. On the deck too, was a young Cadet embarking on his seagoing career - probably he had seen all this before, but as each similar experience presented itself so, maybe, was there something new to learn.

I heard the command - "Let go aft, let go for'ard" - "Steady 'Butegarh'" and slowly and inexorably the distance between ship's side and quay wall was getting bigger. How fascinating to watch and listen to conversation and orders between Pilot and his colleagues on the tugs. How he positioned them for manoeuvre; how they responded to his commands - like well-disciplined sheepdogs responding to the commands of a shepherd. Slowly we were manoeuvred in a position to enter the lock, but not before a slight bump was felt, then another. The third one was much more pronounced and sent a quiver through the ship. Entering the lock only allowed about six feet in width to spare and, on several occasions, one could detect the anxiety and care emanating from the Master of the ship. By the time the vessel was safely in the lock, it was past midnight. Preparations were underway for entry to the sea. The Dock Pilot left the ship, the Channel Pilot took up his post on the bridge. It was now past midnight and was frosty and chill. Looking down on to the lock-side, two tiny figures were seen, each peering at the ship's side by the light of a torch. The two soon became visible - none other than the Technical Director, Mr. T. Major and Superintendent Engineer Bill Gill. They were looking for scars left on the ship's side after the bumps that were experienced earlier.

The forward tug took the strain and we began to move slowly but surely - the enthusiastic caring figures on the lock-side disappearing from view. Gradually the port of Cardiff, with its ancient docks and locks, receded from view; its thousands of lights flickered a cold cheerio as Penarth Head loomed dark on the starboard bow, like an apparition in the night.

C.D. JOHN.

(To be continued)

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to International Produce Inc., of New York, until November 1973/January 1974. Arrived Galveston 4th Feb., loaded part cargo of grain and sailed 7th. Arrived New Orleans 8th, completed loading and sailed 15th for Rotterdam. Arrives Rotterdam 2nd March and expected complete discharge 5th.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Sailed Baltimore 20th January with cars. Arrives Kuwait 26th February to discharge. Completes discharge at Damman 2nd March. Proceeds Goa to load Ore cargo for Japan. Arrives Goa 6th, sails 10th. Arrives S.Japan 25th March to discharge, then drydocks Kobe.

"CORNISH CITY"

Completed discharge at Jacksonville 26th Jan. and redelivered from AB.Svenska Ostiatiska Kompaniet, Gothenburg T/C. Sailed Jacksonville 27th and delivered on T/C to South African Marine Corporation Ltd., Cape Town. Called Houston, New Orleans, Savannah, Charleston, Baltimore, New York and sailed Savannah 21st February. Arrives Cape Town 12th March and calls Port Elizabeth, East London, Durban, redelivering Lourenco Marques about 27th March.

"PRESNO CITY"

Arrived Houston 30th January and sailed with part grain cargo 14th February. Arrived Corpus Christi 15th and sails 23rd. Arrives Rotterdam/Hamburg 10/12th March for discharge.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/March 1977. Arrived Tobata 18th February and completes discharge coal cargo 23rd February. Then proceeds Yokohama to load cars 25th, completing at Yokosuka 27th February for discharge, San Juan and Baltimore. Sails Panama Canal 22nd March and arrives San Juan 25th. Sails 26th and arrives Baltimore 30th March to complete discharge. Then proceeds U.S. Gulf to load for Japan. Arrives loading port 5th April, sails 10th and arrives Japan for discharge 10th May.

"NEW WESTMINSTER CITY"

Sailed Amsterdam 30th January and arrived Beaumont 15th February. Expect commence loading 24th and basis sailing 27th, arrives Panama 3rd March, Japan 27th March to discharge.

"PORT ALBERNI CITY"

Sailed Tampa 25th January with a cargo of phosphate. Sailed Durban 16th February and arrives Visakhapatnam 28th February to discharge. Completes discharge 7th March and delivers on T/C to Japan Line. Then loads ore cargo and sails 11th for Japan, where arrives 25th March for discharge.

"PRINCE RUPERT CITY"

Sailed Antwerp 1st February with a steel cargo for discharge W.C. U.S.A./B.C. Sailed Panama Canal 15th February and arrives Los Angeles 22nd February to commence discharge. Then calls Oakland, and Vancouver, B.C., where completes 3rd March. Then loads on R.S.L. B.C./U.K.Cont. service at Nanaimo, Tahsis, Watson Island, Vancouver, B.C., completing at Tahsis and sailing 27th March. Sails Panama Canal 8th April and arrives Cardiff 22nd April to commence discharge. Then calls Antwerp and Bremen to complete, which expected 5th May.

"TACOMA CITY"

Redelivered from Steelwood Carriers Inc., T/C at Vancouver B.C. 9th Feb. Arrived Nanaimo 9th where commenced loading on R.S.L. B.C./U.K.Cont. service. Called Watson Island, Vancouver, B.C. and arrives Tahsis 24th where completes 27th Feb. and sails for U.K.Continent. Sails Panama Canal 11th March, arrives Cardiff 25th March to commence discharge. Then calls Antwerp, completing discharge 9th April. Then drydocks U.K./Cont.

"VANCOUVER CITY"

Completed discharge at Bremen 9th Feb. and arrived Amsterdam 10th for drydocking. Sails 22nd and arrives Tampa 6th March to load phosphate. Sails 9th and arrives Durban 2nd April and Visakhapatnam 13th to commence discharge.

"VICTORIA CITY"

On R.S.L. B.C./U.K./Cont. service. Arrived Cardiff 22nd February to commence discharge. Sailed 23rd for Port Talbot, Antwerp, Brake and Bremen, where completes 6th March. Then returns Antwerp where loads steel for discharge W.C.U.S.A. Expect sail Antwerp 16th March, Panama Canal 31st and arrive first discharge port U.S.N.C. 6th April completing Vancouver, B.C. towards end of April.

"WELSH CITY"

Sld. St. John, N.B. 7th Feb. with a cargo of wheat for discharge India. Sld. St. Vincent 16th Feb. Arrives Durban 3rd March and first discharge port 16th. Completes discharge at Calcutta about 30th March.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Sailed New Orleans 17th Feb. with a cargo of corn for discharge Japan. Sls. Panama Canal 22nd Feb. and arrives Japan for discharge 19th March. Then drydocks Kobe.

"MARIA ELISA" (ex "Houston City")

Sailed Yokohama 12th Feb. after completion of loading and arrives Los Angeles 26th. Then calls Ensenada, Acapulco and Manzanillo, completing 10th March.

"SARA LUPE (ex "Cardiff City")

Sailed Ensenada 1st Feb. and arrived Yokohama 20th to commence discharge. Sailed 21st and arrived Nagoya 21st. Then calls Osaka and Kobe to complete discharge 23th February. Then loads Kobe, Nagoya, Shimizu and Yokohama, completing 12th March and sailing for Los Angeles.

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## DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	J. Vaughan	D.B. Jack	O. J. T. Lindsay
Chief Officer	D.S. Williams	E.W. Walmsley	K.B. Whitting
Second Officer	W.G. Wood	G.T. Parker	M.C. Ingram
Third Officer	D. Burns	M.R.E. Underwood	P.J. Dixon
Radio Officer	S.G.W. Whitmore	L.M. Campbell	D.P. Bidmead
Chief Engineer	M.E. Rayner	C.A.J. White	R.C. Fraser
Second Engineer	P.J. Quinn	D. Rodger	J.P. Fagan
Jun. Second Engineer	J.J. Baghurst	-	R. Day
Third Engineer	-	K. Rowney	-
Fourth Engineer	D. Millican	R.B. Adey	R.E. Diamond
Junior Engineers	P.J. Doughty	P. Herville	W.H. Tucker
	D.J. Carter	C. Moseley	J.V. Stephen
	K. Laxton	-	-
Electrician	G.B. Gibbs	H. Sweetman	K.W.G. Hampton
Chief Steward/Purser	P. Ash	D. Gossell	F.W. Lever
Navigating Cadets	E. Fielding	J.M. Scott	T.A. Price
	A. Powell	N. Jerrum	S.R. Breeden
	-	J.E. Riordan	-
Engineer Cadets	-	S.B. Bath	N.P. Watters
	-	-	-
Spares Supt.	-	P.W. Evans	-
Supt. Catering Officer	-	R.A. Peach	-
	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>
Captain	A.L.G. Gossett	J.D. Lloyd	A.D. Lightfoot
Chief Officer	A.P. Stapley	M.E. Jones	J. Porteous
Second Officer	G. Mathewson	P.C. Thompson	P.J. Warren
Third Officers	B.T. Herniman *	E.J. Dunk	N.M. Dunlop
	-	J.A. Challacombe	-
Radio Officer	C.G. Macey	B.A. Stagg	E.G. Bromham
Jun. Radio Officer	R.A. Ayres	-	-
Chief Engineer	J.V. Barnes	D.W. Litson	D.W. Yool
Jun. Chief Engineer	D.W.G. Pike	-	-
Second Engineer	-	N.B. Shilstone	N. Nesbitt
Third Engineer	P.A. Magorrian	E. Hens	J.H. Davies
Jun. Third Engineer	-	-	K.J. Walmsley
Fourth Engineer	C.J. Buckley	M.J. Burt	-
Jun. Fourth Engineer	-	-	E.J. Burrup
Junior Engineers	K.I. Davies	D. O'Brien	D. Ward
	M.W.G. Eastman	R. Maw	-
	P.W. Place	W.C. Evans	-
Electrician	M. Bodycombe	C. Villa-Landa	T. Willoughby
Chief Steward/Purser	N.A. Parselle	J.L. Sanday	R.G. Moylon
Navigating Cadets	P.C. Roberts	P.A. Ward	S.P. Hodges
	A.A. Field	I. Cowan	C.G. Perrott
	A. Thomson	-	G.D. Evans
	-	-	J.R. Lange
Engineer Cadet	-	-	-

	<u>NEW WESTMINSTER C.</u>	<u>PORT ALBERNI C.</u>	<u>PRINCE RUPERT C.</u>
Captain	J. Cann	G.S. Garlick	J.H.J. Thornhill
Chief Officer	R.A.H. Vanner	R.K. Stuart	B. Jones
Second Officer	G. Papplebeck	B. Hopper	P.M. Baverstock
Third Officer	A.S. Jutson *	T. Haxell	A.K. Smith
Radio Officer	H.M.S. Williams	A. Ferguson	S.G. Elliston
2nd Radio Officer	-	-	A.J.L. Cottle
Jun. Radio Officer	-	J.M.A. Pagnam	-
Chief Engineer	R.J.C. Lewis	R. Chambers	B.M. Draper
Second Engineer	F. Clark	G. Hughes	-
Jun. Second Engineer	C. Gateshill	-	-
Jun. Chief Engineer	-	-	J. Scott
Third Engineer	-	O.G. Williams	J.L. Magill
Fourth Engineer	R.J. Pring	D. Brown	A.W. Warburton
Jun. Fourth Engineer	K.C. Maber	D.W. Quayle	P.E. Bradshaw
Junior Engineers	D. Young	R. Pearson	D.B. Evans
	-	F.H. Evans	-
Electrician	P. Willcott	C.J. Nicholas	J.C. Gerdiner
Chief Steward/Parser	P. Cawley	L. Slawinski	K.G. Pierre
Trainee Ch. " "	R.C. Webber	-	-
Navigating Cadets	P.A. Bullard	N. Davies	D.C. Gardner
	-	A. Abel	J.D. Hill
Lawyer Cadet	A. Robin	-	P.A. Gervais



	<u>SARA LUKE</u>	<u>YACOMA CITY</u>	<u>VANCOUVER CITY</u>
Captain	R.A.G. Boyer	A.C. Thomas	T.R. McNulty.
Chief Officer	N.J. Bellamy	R.W. Falker	J.J. Kalmus
Second Officer	N.P. Epps	J.S.S. York	G.A. Collins
Third Officer	N.P. Preston	C. Bowell	P.C. Julian
Radio Officer	W.P. Hereward	J.R. Mathews	K.H. Sellar
Jun. Radio Officer	-	A.S. Coward	-
Chief Engineer	B. Senior	R.K. Bians	L.C.I. Taylor
Second Engineer	J. Claydon	J.B. Hocking	W.A. Bruce
Third Engineer	J. Fouts	R.E. Russell	P.J. Morris
Fourth Engineer	R.B. Parsons	M.C. Seaman	T.W. Davies
Jun. Fourth Engineer	G.A. Lewis	-	K.B. Morgan
Junior Engineers	N. Carter	C. Graddage	A.P. Mahoney
	P.M. Howell	P.J. Wood	-
	-	K.G. Quinn	-
Electrician	J.B.W. McLaren	A. Adamsan	K.F. Sada
Chief Steward/Purser	K. Llewellyn	D. MacPhail	J. Ritchie
Navigating Cadets	H.G. Hurst	D.J. McMurdo	P.P. Rowland
	I.M. Stewart	J.A. Doody	M.F. Poulloin
	M.S. Rigg	A.C. Skilton	-
Engineer Cadet	-	-	K.A. Velda
	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	D.C. Griffith-Jones	P.J. Boroughs	W.J. Cross
Chief Officer	D.L. Bell	W.D. Jones	R.E. Cliffe
Second Officer	J.E. Curry	B.M. Richardson	S.A.T. Schooledge
Third Officer	J.R. Francis	P.F. Matthews *	W.J. Hutchings *
Radio Officer	S.C. Horne	D.C. Short	J. Carwardine
Chief Engineer	R.J. Trigg	E.R. Morgan	C.H. Cuthbertson
Jun. Chief Engineer	-	-	H.L. Fletcher
Second Engineer	W.M. Loades	T. Graham-Russell	-
Third Engineer	C.D. Hughes	F.E. Robinson	D. Munro
Fourth Engineer	A. Hourihane	D.M. Jellyman	C.P. Greenwood
Jun. Fourth Engineer	-	R.M. Worgan	-
Junior Engineers	A.C. Burnell	D. Eames	W.B. Davies
	D.E. Horne	R.C. Quaye	K.C. Davison
	G.C. Barrett	-	D. Hepple
Electrician	D.W. Fuller	J. Kelly	R.G. Williams
Chief Steward/Purser	L.B. Surrey	P.F. Akers	E.H. Sefton
Navigating Cadets	S.W. Prescott	S.M. Burloy	J.A. Conannon
	K.F. Ballard	C. Swindells	A. Tay
	-	M.J. Clarke	-

\* Uncertificated.